

NM 15/00

PUB 163 7 Ed 1996 LAST NM 10/00

Page 169—Line 32/R; insert after:
mid-channel.

SAILING DIRECTIONS CORRECTIONS

Page 170—Line 8/L; read:
miles NNE. Depths in the vicinity of Teluk Kupang are
reported shoaler than charted.
(BA NM 30/99) 15/00

Page 170—Lines 10 to 11/R; read:
it a berth of 3 miles, for it has been reported that depths are
shallower than charted.

(BA NM 30/99) 15/00

PUB 172

8 Ed 1998

LAST NM 14/00

Page 202—Line 34/R; read:
topped peak. Reefs
(BA NM 8/00)

15/00

PUB 191 **8 Ed 1996** **LAST NM 14/00**

Page 15—Lines 22 to 25/L; read:

Pilotage is compulsory for the following vessels:

1. All passenger vessels over 25m in length.
2. All other vessels over 65m in length proceeding to or from a berth (buoy or alongside).
3. All vessels over 100m in length proceeding from the sea to the Sound or from the Sound seaward.
4. All vessels carrying hazardous, noxious or polluting cargoes proceeding from the Sound to berth or berth to the Sound, including vessels not gas-freed from a previous cargo.
5. All vessels over 50m in length not having navigational charts showing numbered anchorages of Plymouth (1:12,500 or larger) on board.

Pilotage of the following vessels will be at the discretion of the Queen's Harbor Master Plymouth, using an Admiralty Pilot when required:

1. HM ships.
2. Government owned ships/auxiliaries and foreign warships/auxiliaries navigating in port for the purpose of securing to or departing an anchorage or Ministry of Defense owned berth, dock or mooring.
3. Any vessel enroute between the Sound and a Ministry of Defense owned berth, dock or mooring.

(BA NM 9/00) 15/00

Page 47—Lines 1 to 3/R; read:

A quay, with 400m of berthage, fronts the W bank of the river. There is a main berth, 75m long, with a dredged depth of 3m alongside. The remaining berths dry 0.5 to 4.2m. Tides in the river rise about 8.5m at springs and 4.2m at

PUB 191 (Continued)

neaps. An extensive marina lies above the quay and close below a bridge, which spans the river.

Pilotage is compulsory for vessels over 45m in length. Pilots can be contacted by VHF and board in the vicinity of Basse Crublent Lighted Buoy (48°54.4'N., 3°11.1'W.). Pilotage is provided by the station at Le Legue (Saint Briec) and vessels must send an ETA at least 48 hours in advance through the Agent. Vessels 100m in length and over may enter only during daylight.

(Fr NM 29/99) 15/00

Page 48—Line 48/R; read:

to 4.6m. The Avant-port dries 5m. Tides rise about 9.5m at springs and 4.4m at neaps. The lock is 60m long and 12m wide. The two wet docks are connected by a passage, 45m long and 11.9m wide. The harbor is used by coasters, fishing vessels, and pleasure craft. Fishermen act as part time pilots.

(NIMA) 15/00

Page 49—Lines 22 to 44/L; read:

Pilotage.—Pilotage is compulsory for vessels over 45m in length. Vessels should send an ETA at least 24 hours in advance, stating their draft and overall dimensions, through Brest-le-Conquet (FFU) or Boulogne (FFB).

Vessels obliged to use the mandatory access route should establish contact with "Legue Port" on VHF channel 16 and report their entry into the access channel.

All inbound vessels must maintain a continuous listening watch on VHF channel 16. All vessels anchoring in or transiting the bay should establish VHF contact with the signal station (Brehat).

Pilots board vessels intending to use the mandatory access channel about 2.3 miles NW of Rohein Lighted Beacon. Pilots board other vessels in the vicinity of No. 1 Buoy, 0.6 mile ENE of Pointe de L'Aigle. During bad weather, pilots will board all vessels near No. 1 Buoy. Due to the shallow water in the approach channel, the pilot vessel is unable to sail until about 2 hours prior to HW.

Anchorage.—Vessels waiting to enter Dahouet and Erquy should anchor about 2 miles S of Le Rohein. Vessels waiting to enter Saint Quay-Portrieux and Binic should anchor in the roads off these ports. Vessels waiting to enter Le Legue (Saint Briec) should anchor about 1.5 miles ENE of Pointe du Roselier, in a depth of 4m, sand with good holding ground.

With strong NE winds, vessels should anchor S of Le Rohein. With strong NW winds, vessels should anchor in Mouillage de Binic, 4 miles NW of Pointe du Roselier.

(NIMA) 15/00

Page 50—Lines 1 to 5/L; strike out.

(NIMA) 15/00

Page 50—Lines 29 to 39/L; read:

lies about 3 miles WNW of Cap Frehel.

(NIMA) 15/00

Page 51—Lines 34 to 51/L; read:

width of 24m, and a depth of 1.7m over the sill. Vessels up to 150m in length, or 147m for tankers, 22m beam, and 9m draft have been accommodated.

The Avant-port, the N portion of which dries in places, provides an extensive yacht harbor in its S part. A hydrofoil ferry terminal is situated close N of the lock entrance. A ro-ro ferry terminal is situated close S of the lock entrance. It has a dredged depth of 7m and can accept vessels with beams of 14 to 22m. The ferries operate to the Channel Islands and the United Kingdom.

Vauban Basin, at the inner end of the lock, provides facilities for passenger and tanker vessels. It has 840m of berthage and depths of 5 to 9.5m. A marina is situated at the N end of this basin.

Duguay-Trovin Basin is entered through a passage 17.5m wide. Vessels are limited to a length of 120m and a beam of 16.5m. It has 1,868m of berthage and depths of 4 to 7.2m. This basin provides facilities for fishing vessels.

Bouvet Basin is entered through a passage 16.5m wide. It has 1,180m of berthage and depths of 4.4 to 7.7m.

Jacques Cartier Basin is entered through a passage 30m wide. It has 560m of berthage and depths of 8 to 9.5m.

(Lloyds Ports; BA NP 27) 15/00

Page 51—Lines 19 to 20/R; read:
by VHF.

Regulations

All vessels carrying hydrocarbons or dangerous cargo are required to be assisted by tugs after passing Le Buron lighted beacon (48°39'N., 2°04'W.). Tugs are required for all other vessels over 100m in length. Vessels equipped with bow thrusters are exempt.

Signals

(NIMA; BA NP 27) 15/00

Page 51—Lines 25 to 51/R; read:
VHF channel 12.

International port traffic signals regulating the entry and departure of vessels from the lock are displayed by day and night from a signal mast near the lock entrance.

Whistle signals are used by vessels proceeding from one basin to another. The signals request that the bridges spanning the passages between the basins be opened. One long blast for Pertuis de Saint-Servan, the passage leading to Bouvet Basin; two long blasts for Pertuis de Saint Malo, the passage leading to Duguay-Trouin Basin; and three long blasts for Pertuis de Corsaires, the passage leading to Jacques Cartier Basin.

(NIMA; BA NP 27) 15/00

Page 52—Lines 38 to 40/L; read:

Caution

The approach to Baie de Saint-Malo is encumbered by numerous islets, rocks, and shoals. The main channels are

PUB 191 (Continued)

well marked; however, entry is still dangerous in low visibility. Shoaler depths than charted occasionally exist in Chenal de la Grande-Porte, Chenal de la Petite-Porte, and Rade de Saint-Malo. Therefore local knowledge is required.

A Prohibited Area exists up to 100m around Ile de Cezembre, due to the existence of underwater explosives.

(NIMA; BA NP 27) 15/00

PUB 194 7 Ed 1996 LAST NM 14/00

Page 116—Line 43/R; insert after:

Regulations.—A Vessel Traffic Service center has been established which uses radar and VHF to help guide vessels 24 hours a day through the harbor.

There will be a trial period during which the following rules will be observed. All merchant vessels arriving or departing the port of Trelleborg must announce their intentions and vessel name to Trelleborg VTS.

1. Vessels inbound should, on VHF channel 67, give notice 5 minutes prior to arriving at the Trelleborg Redd lighted buoy (55°20'N., 13°08'E.). Vessels should also give a second announcement upon arrival at the buoy. Inbound traffic has the right of way, unless another agreement has been made.

2. Vessels outbound should, on VHF channel 67, announce their intention to depart. The VTS center will help any outbound vessels with limited radar range, concerning the movements of other vessels.

3. All fishing vessels and other small craft with intentions of entering the port of Trelleborg should announce, on VHF channel 67, their arrival 20 minutes before passing the outer pier heads. Their departure should also be announced.

4. The VTS center can also be reached by telephone if no VHF is available. Any communications with the center should be spoken in English.

(BA NM 51/99) 15/00

Page 148—Line 3/L; insert after:

Several prominent wind generators, 55 to 67m high, stand in the vicinity of Smojen.

(38(1020)99 Norrköping) 15/00

PUB 195 6 Ed 1999 LAST NM 14/00

Page 41—Line 51/R; insert after:

The VTS area consists of two sectors. Sector 1 extends from the limit at Uto Island to Turku harbor (60° 27'N., 22° 15'E.) and Naantali harbor (60° 28'N., 22° 01'E.) along the 10m and 13m fairways. Sector 2 extends from the limit at Isokari Island to the intersection point at Lovskar (60° 13.2'N., 21° 43.6'E.) along the 9m and 10m fairways; and from Isokari Island to Uusikaupunki harbor (60° 13.2'N., 21° 43.6'E.) along the 4.5m, 7m, 9m, and 10m fairways.

All vessels must provide an Advance Report at least 2 hours before entering the VTS area by fax, telephone, or VHF. This report must include the following designators and details:

1. A—Name, call sign, and nationality (flag).
2. B—Date and time (6 digit GMT/UT).
3. C—Position (4 digit Lat and 5 digit Long).

4. E—True course (3 digit).
5. F—Speed in knots and tenths (3 digit).
6. I—Destination and ETA.
7. L—Route information (intended track).
8. O—Draft (4 digit meters and centimeters).
9. P—Cargo (brief details of any dangerous cargo).
10. Q—Brief details of defects or limitations.
11. U—Vessel size and type.

(36(801)99 Helsinki) 15/00

COAST PILOT CORRECTIONS**COAST PILOT 2 30 Ed 1998 Change No. 10 LAST NM 39/99**

Page 37—Paragraph 106; read:

§110.1 General. (a) The areas described in subpart A of this part are designated as special anchorage areas for purposes of 33 U.S.C. §§ 2030 (g) and 2035(j). Vessels of less than 20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules (33 U.S.C. 2030).

(CL 1073/98; 33 CFR 110) 15/00

Page 52—Paragraph 742, lines 2 to 3; read:

reserved for vessels carrying explosives (see paragraph (m) (2) and (3) of this section) and are excluded from use as general ...

(CL 1073/98; 33 CFR 110.155(f)) 15/00

Page 53—Paragraph 787; strike out.

(CL 1073/98; FR 6/30/98) 15/00

Page 53—Paragraph 797; read:

Coast Guard Activities New York, Waterways Oversight Branch, 212 Coast Guard Drive, Staten Island, NY 10305.

(CL 1073/98; FR 6/30/98) 15/00

Page 54—Paragraph 826, line 2; read:

(1) Anchorages Nos. 49-F and 49-G are reserved for vessels ...

(CL 1073/98; FR 6/30/98) 15/00

Page 58—Paragraph 969; read:

(a) The draw of the US 1 Bridge, mile 3.5, at Stratford, shall open on signal; except that, from 7 a.m. to 9 a.m., Monday through Friday, and 4 p.m. to 5:45 p.m. daily, the draw need not open for the passage of vessels. From December 1 through March 31, from 8 p.m. to 4 a.m., the draw shall open on signal if at least six-hours notice is given by calling the number posted at the bridge.

(CL 2001/99; FR 11/08/99) 15/00

Page 68—Paragraph 1340, lines 5 to 6; read:

defined in 46 U.S.C. 2101 on any structure on or in the navi-

COAST PILOT 2 (Continued)

gable waters of the ...
(CL 1073/98; FR 6/30/98) 15/00

Page 68—Paragraph 1348, lines 2 to 3; read:
prohibit any vessel subject to the provisions of chapter 37 of
Title 46, U.S. Code, from operating in the navigable ...
(CL 1073/98; FR 6/30/98) 15/00

Page 69—Paragraph 1357, line 4; read:
U.S.C. App. 91 of any vessel, the owner or operator of which
is subject ...
(CL 1073/98; FR 6/30/98) 15/00

Page 77—Paragraph 1623, line 2; read:
River between McAlpine Locks (Mile 606.8) and Twelve
Mile ...
(CL 1073/98; FR 6/30/98) 15/00

Page 83—Paragraph 1805, lines 2 to 3; read:
subject to 46 U.S.C. 3708, the dual radar system required by
this part must ...
(CL 1073/98; FR 6/30/98) 15/00

Page 84—Paragraph 1826; read:
(a) Each vessel required to be fitted with an Automatic
Radar Plotting Aid (ARPA) under §164.38 of this part must
be fitted with a device to indicate speed and distance of the
vessel either through the water or over the ground.
(CL 1073/98; FR 6/30/98) 15/00

Page 84—Paragraph 1840, lines 6 to 10; read:
Equipment." Each receiver installed must be labeled with
the information required under paragraph (b) of this section.
(CL 1073/98; FR 6/30/98) 15/00

Page 159—Paragraph 194, line 5; read:
drawbridge regulations.) The swing span has been reported
fixed in the closed position since 1966. In August 1998, a
replacement fixed bridge with a design clearance of 8 feet
was under construction. Two overhead power cables cross
the ...
(CL 1321/98) 15/00

Page 229—Paragraph 390, line 1; read:
East River Main Channel Lighted Buoy 5 has been estab-
lished ...
(LL/99; NOS 12339) 15/00

Page 243—Paragraph 135, line 7; read:
through (c) and (f), chapter 2, for drawbridge regulations.)
In August 1998, a replacement fixed bridge was under con-
struction across Swift Creek, between West Crow Island and
Meadow Island, just south of the existing bridge with a
design clearance of 20 feet.
(CL 1319/98) 15/00

Page 246—Paragraph 10, lines 1 to 4; read:
Ambrose Light (40°27.0'N., 73°48.0'W.), 76 feet above

the water and off the entrance to New York Harbor, is shown
from a red tower on a square red deck house on three steel
pilings with a large center tube worded AMBROSE in white
letters; a fog signal ...
(CL 2078/99; 50/99 CG1) 15/00

Page 262—Paragraph 234, lines 5 to 7; read:
privately marked by buoys and stakes. The Route 35 high-
way bridge crosses the river 4.8 miles above the mouth and
has a fixed span with a clearance of 8 feet. In August 1998,
the bridge was under construction with a design clearance of
12 feet. A railroad bridge crosses the river 450 yards south-
west of the Route 35 bridge and has a fixed span with a clear-
ance of 9 feet.
(CL 1364/98; NOS 12324) 15/00

COAST PILOT 2 30 Ed 1998 Change No. 11

Page 59—Paragraph 990; read:
(2) From November 1 through April 30, from 8 p.m. to 4
a.m., the draw shall open on signal if at least six-hours notice
is given by calling the number posted at the bridge.
(CL 2007/99; FR 11/08/99) 15/00

Page 59—Paragraph 1016; read:
(b) The draw of the S156 Bridge, mile 0.1, at Niantic,
shall open on signal; except that, from 7 a.m. to 8 a.m., and
4 p.m. to 5 p.m., Monday through Friday, except holidays,
the draw shall open only for the passage of commercial ves-
sels. From December 1 through March 31, from 8 p.m. to 4
a.m., the draw shall open on signal if at least six hours notice
is given by calling the number posted at the bridge.
(CL 2016/99; FR 11/12/99) 15/00

Page 59—Paragraph 1026 to Page 60—Paragraph 1026;
read:
(b) The Stratford Avenue Bridge, mile 0.1, at Bridgeport,
shall open on signal; except that, from 6:45 a.m. to 7:15 a.m.,
7:45 a.m. to 8:15 a.m., 11:45 a.m. to 1:15 p.m., and 4:30
p.m. to 6:10 p.m., the draw need not open for the passage of
vessels. From December 1 through March 31, from 8 p.m. to
4 a.m., the draw shall open on signal if at least six-hours
notice is given by calling the number posted at the bridge.
(CL 2017/99; FR 11/12/99) 15/00

Page 62—Paragraph 1139; read:
(g) The draw of the Harold J. Dillard Memorial (Court
Street) Bridge, mile 16.2, at Hackensack, shall open on sig-
nal if at least four hours notice is given.
(CL 2021/99; FR 11/16/99) 15/00

Page 62—Paragraph 1142; read:
The Oceanic Bridge, mile 4.5, shall open on signal; except
that, from December 1 through March 31, the draw shall
open on signal, if at least a twenty-four hour notice is given
by calling the number posted at the bridge. The owner of
this bridge shall provide and keep in good legible condition
clearance gauges with figures not less than eight inches high,

COAST PILOT 2 (Continued)

designed, installed and maintained according to the provisions of §118.160 of this chapter.

(CL 17/00; FR 12/22/99; 52/99 CG1) 15/00

Page 63—Paragraphs 1157 to 1182; read:

(a) The following requirements apply to all bridges in this section across the Passaic River:

(1) The owners of these bridges shall provide, and keep in good legible condition, clearance gauges with figures not less than twelve (12) inches high designed, installed and maintained according to the provisions of §118.160 of this chapter.

(2) New Jersey Transit Rail Operations' (NJTRO) roving crews shall consist of an adequate number of operators to ensure NJTRO bridges are operated according to the requirements of this section.

(b) The draw of the Routes 1 & 9 (Lincoln Highway) Bridge, mile 1.8, at Newark, shall open on signal if at least four hours notice is given.

(c) The draw of CONRAIL's Point-No-Point Railroad Bridge, mile 2.6, at Newark, shall open on signal if at least four hours notice is given to the CONRAIL Movement Desk. After the signal to open is given, the opening may be delayed no more than ten minutes.

(d) The draw of the Jackson Street Bridge, mile 4.6, shall open on signal if at least four hours notice is given by calling the number posted at the bridge.

(e) The draw of Amtrak's Dock Bridge, mile 5.0, at Harrison, shall open on signal; except that from 7:20 a.m. to 9:20 a.m. and 4:30 p.m. to 6:50 p.m., Monday through Friday except federal holidays, the draw need not be opened. At all other times, an opening may be delayed no more than ten minutes, unless the drawtender and the vessel operator, communicating by radiotelephone, agree to a longer delay.

(f) The draw of the Bridge Street Bridge, mile 5.6, shall open on signal if at least four hours notice is given by calling the number posted at the bridge.

(g) The draw of the NJTRO Newark-Harrison (Morristown Line) Bridge, mile 5.8, at Harrison, New Jersey shall open on signal if at least one hour advance notice is given to the drawtender at Upper Hack Bridge mile 6.9, across the Hackensack River at Secaucus, N.J. In the event the HX drawtender is at the Lower Hack Bridge, mile 3.4 on the Hackensack River, at Jersey City then up to an additional half hour delay in opening is permitted. After the signal to open is given, the opening may be delayed no more than ten minutes. From 7:15 a.m. to 9 a.m. and from 4:30 p.m. to 6:50 p.m., Monday through Friday except federal holidays, the draw need not open.

(h) The Route 280 Bridge, mile 5.8, at Harrison, New Jersey, shall open on signal if at least 24 hours notice is given by calling the number posted at the bridge.

(i) The draw of the Clay Street Bridge, mile 6.0, shall open on signal if at least four hours notice is given by calling the number posted at the bridge.

(j) The draw of the NJTRO (West Arlington) Bridge, mile 8.0, at Kearney, shall open on signal from 7 a.m. to 11 p.m. if at least eight hours notice is given. After the signal to open is given, the opening may be delayed no more than ten minutes. From 11 p.m. to 7 a.m., the draw need not be

opened.

(k) The draw of the Route 7 (Rutgers Street) Bridge, mile 8.9, at Belleville, shall open on signal if at least four hours notice is given.

(l) The draw of the Avondale Bridge, mile 10.7, at Lyndhurst, shall open on signal if at least four hours notice is given.

(m) The draw of the NJTRO Bridge, mile 11.7, shall open on signal after at least a 24 hour notice is given by calling the number posted at the bridge.

(n) The draw of the Route 3 Bridge, mile 11.8, shall open on signal after at least a 24 hour notice is given by calling the number posted at the bridge.

(o) The draw of the Douglas O. Mead (Union Avenue) Bridge, mile 13.2, shall open on signal if at least four hours notice is given.

(p) The draw of the following bridges need not be opened for the passage of vessels:

(1) Gregory Avenue Bridge, mile 14.0, at Wallington.

(2) Second Street Bridge, mile 14.7, at Wallington.

(3) West Eighth Street Bridge, mile 15.3, at Garfield.

(CL 2021/99; FR 11/16/99; 33 CFR 117.739) 15/00

Page 64—Paragraphs 1192 to 1193; strike out.

(CL 1828/99; CL 195/86; NOS 12331) 15/00

Page 65—Paragraph 1242 to Paragraph 1243, line 2; read:

(b) The draw of the Hutchinson River Parkway Bridge, mile 0.9, shall open on signal if at least six hours notice is given.

(c) The draw of the South Fulton Avenue Bridge, mile 2.9, shall open on signal from three hours before to three hours ...

(CL 561/98; 33 CFR 117.793) 15/00

Page 65—Paragraph 1254; read:

(d) The draws of the West Bay Bridge, mile 0.1, across Quantuck Canal, Beach Lane Bridge, mile 1.1, across Quantuck Canal, Quoque Bridge, mile 1.1, across Quoque Canal, and the Smith Point Bridge, mile 6.1, across Narrow Bay, shall open on signal, from October 1 through April 30, from 8 a.m. to 4 p.m., and from May 1 through September 30, from 6 a.m. to 10 p.m. At all other times during these periods, the draws shall open as soon as possible but not more than one hour after a request to open is received.

(CL 1466/99) 15/00

Page 66—Paragraphs 1281 to 1282; strike out.

(CL 561/98; FR 4/15/98) 15/00

Page 80—Paragraph 1661; read:

American Society for Testing and Materials (ASTM), 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959.

(CL 2089/99; FR 12/1/99) 15/00

Page 87—Paragraph 1954, line 6; read:

Section 3; ASTM D 4268 (incorporated by reference, see §164.03), Standard Test Method for Testing ...

(CL 2089/99; FR 12/1/99) 15/00

COAST PILOT 2 (Continued)

Page 88—Paragraph 1955, line 7; read:

Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute ...

(CL 2089/99; FR 12/1/99) 15/00

Page 92—Paragraph 2165 to Page 93—Paragraph 2170; read:

§165.168 Safety Zones: New York Harbor and Hudson River Fireworks.

(a) *Liberty Island Safety Zone:* All waters of Upper New York Bay within a 360-yard radius of the fireworks barge in approximate position 40°41'16.5"N., 74°02'23"W. (NAD 1983), located in Federal Anchorage 20-C, about 360 yards east of Liberty Island.

(b) *Ellis Island Safety Zone:* All waters of Upper New York Bay within a 360-yard radius of the fireworks barge located between Federal Anchorages 20-A and 20-B, in approximate position 40°41'45"N., 74°02'09"W. (NAD 1983), about 365 yards east of Ellis Island.

(c) *South Beach, Staten Island Safety Zone:* All waters of Lower New York Bay within a 360-yard radius of the fireworks barge in approximate position 40°35'11"N., 74°03'42"W. (NAD 1983), about 350 yards east of South Beach, Staten Island.

(d) *Pier 60, Hudson River Safety Zone:* All waters of the Hudson River within a 360-yard radius of the fireworks barge in approximate position 40°44'49"N., 74°01'02"W. (NAD 1983), about 500 yards west of Pier 60, Manhattan, New York.

(e) *Raritan Bay Safety Zone:* All waters of Raritan Bay in the vicinity of the Raritan River Cutoff and Ward Point Bend (West) within a 240-yard radius of the fireworks barge in approximate position 40°30'04"N., 74°15'35"W., (NAD 1983), about 240 yards east of Raritan River Cutoff Channel Buoy 2 (LLNR 36595).

(f) *Notification.* Coast Guard Activities New York will cause notice of the activation of these safety zones to be made by all appropriate means to effect the widest publicity among the affected segments of the public, including publication in the local notice to mariners, marine information broadcasts, and facsimile. Fireworks barges used in these locations will also have a sign on their port and starboard side labeled FIREWORKS BARGE. This sign will consist of 10" high by 1.5" wide red lettering on a white background.

(g) *Effective Period.* This section is effective from 8 p.m. EST to 1 a.m. EST each day a barge with a FIREWORKS BARGE sign on the port and starboard side is on-scene in a location listed in paragraphs (a) through (e) of this section. Vessels may enter, remain in, or transit through these safety zones during this time frame if authorized by the Captain of the Port New York or designated Coast Guard patrol personnel on scene.

(h) *Regulations.* (1) The general regulations contained in 33 CFR 165.23 apply.

(2) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene-patrol personnel. These personnel comprise

commissioned, warrant, and petty officers of the Coast Guard.

Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(FR 1/7/00; CL 69/00; CL 1465/99; FR 8/17/99) 15/00

Page 267—Paragraph 296; strike out.

(CL 1828/99; CL 195/86; NOS 12331) 15/00

COAST PILOT 2 30 Ed 1998 Change No. 12

Page 126—Paragraph 100, lines 4 to 7; read:

The entrance is protected by jetties. In January-August 1998, the controlling depth was 3 feet (5 1/2 feet at midchannel) to the anchorage basin with depths of 4 1/2 to 8 feet in the basin except for shoaling to 1 foot along the sides. In 1993, a submerged ...

(BPs 169645-46; CL 1775/99) 15/00

Page 127—Paragraph 120, lines 10 to 14; read:

Hallets Rock, covered 17 feet, is about 1 mile south of the point and another rock, covered 13 feet, is about 1.2 miles south-southeast of the point in the vicinity of Hallets Rock. There are several submerged rocks in this area which extends in a general line running northwest and southeast between Hallets Rock and Gazelle Rock to a private seasonal light 0.5 mile west of the point; the light marks a fishtrap. In 1990, a sunken wreck was reported about 0.2 mile southward of Hallets Rock in about 41°35.3'N., 70°15.7'W.

(CL 253/95; NOS 13229) 15/00

Page 130—Paragraph 161, line 3; read:

which in 1990 had a reported controlling depth of 4 feet.

(18/90 CG1) 15/00

Page 130—Paragraph 163, lines 2 to 8; read:

about 0.3 mile inside the entrance has a 33-foot span with a clearance of 6 feet. In 1996, a reported depth of 3 feet could be carried to a marina on the west side of Green Pond just north of the bridge. A surfaced ramp, berths, water, ice, and marine supplies are available at the marina.

(CL 109/00; NOS 13229) 15/00

Page 163—Paragraph 277, lines 3 to 9; read:

the bay to an anchorage basin on the southwest side of the channel just below a fixed railroad bridge about 0.7 mile above the channel entrance. A State regulatory buoy at the entrance to the cove marks a 5 mph **speed zone**. In 1996, the controlling depth was 6 feet to buoy 8, thence 3.5 feet to the head of the channel, about 150 yards below the railroad bridge. The anchorage basin had depths of 4.5 to 5.5 feet. In 1979, depths of less than 1 foot were above ...

(BP 169779; CL 1865/99) 15/00

Page 165—Paragraph 10, lines 3 to 4; read:

2. These dangers are: a 33-foot sounding, marked by a

COAST PILOT 2 (Continued)

lighted buoy, about 2.2 miles ...
(CL 1424/99) 15/00

Page 165—Paragraph 11, lines 6 to 7; read:
Bell Buoy 2, taking care to pass clear of the rocky ledge.
(CL 1424/99) 15/00

Page 170—Paragraph 105, lines 3 to 7; read:
eastern side of the island. Depths of 7 to 15 feet were reported in the yacht basin off the eastern side of the island; caution is advised in selecting anchorage because lesser depths may be found. A privately marked channel, with a reported controlling depth of 7 feet in June 1999, leads from the yacht basin to the southern part of ...
(CL 1290/99) 15/00

Page 171—Paragraph 133, lines 1 to 3; read:
A channel, with a reported controlling depth of 7 feet in 1999, leads to a research basin operated by the U.S. Department of Agriculture on the south side of Orient Point, about 1 mile southwest of Orient Point Light. A ferry operates between here, Plum Island and New London. A small-craft facility ...
(CL 1384/99) 15/00

Page 173—Paragraph 183, line 5; read:
area. In 1991, the channel was no longer being maintained. The channel to **Sag Harbor Cove** is about 8 feet deep; this ...
(CL 1091/99) 15/00

Page 173—Paragraph 192, lines 4 to 6; read:
channel is marked by private seasonal buoys. In August 1999, the dredged channel leading into and connecting with small-boat channels in Cory Creek had a reported controlling depth of 4 feet. In 1964, controlling depths ...
(CL 1677/99) 15/00

Page 175—Paragraph 218, lines 3 to 4; read:
of **Flanders** on the south side of the bay. In August 1999, the channel had a reported controlling depth of 2 feet. Other dredged channels ...
(CL 1230/99) 15/00

COAST PILOT 4 32 Ed 1999 Change No. 1
LAST NM 43/99

Page 33—Paragraph 11; insert after:
Part 169, Mandatory Ship Reporting Systems.
(CL 950/99; FR 06/01/99) 15/00

Page 33—Paragraph 18, line 9; read:
117, 160, 162, 164, 165, and 169); U.S. Army Corps of Engineers (33 ...
(CL 950/99; FR 06/01/99) 15/00

Page 104—Paragraph 2243; insert after:
Part 169-SHIP REPORTING SYSTEMS

Subpart A—General**§169.1 What is the purpose of this subpart?**

This subpart prescribes the requirements for mandatory ship reporting systems. Ship reporting systems are used to provide, gather, or exchange information through radio reports. The information is used to provide data for many purposes including, but not limited to: navigation safety, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

§169.5 What terms are defined?

(a) *Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a Government or Governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

(b) *Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

§169.10 What geographic coordinates are used?

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts where the referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B—Establishment of Two Mandatory Ship Reporting Systems for the Protection of Northern Right Whales**§169.100 What mandatory ship reporting systems are established by this subpart?**

This subpart prescribes requirements for the establishment and maintenance of two mandatory ship reporting systems for the protection of the endangered northern right whale (also known as the North Atlantic right whale). These two systems are designated for certain areas of the East Coast of the United States. One system is located in the northeast and is identified as **WHALESNORTH**. The other system is located in the southeast and is identified as **WHALES-SOUTH**.

Note: 50 CFR 222.32 contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

COAST PILOT 4 (Continued)**§169.102 Who is the shore-based authority?**

The U.S. Coast Guard is the shore-based authority for these mandatory ship reporting systems.

§169.105 Where is the northeastern reporting system located?

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows: from a point on Cape Ann, Massachusetts at 42°39'N, 70°37'W; then northeast to 42°45'N, 70°13'W; then southeast to 42°10'N, 68°31'W; then south to 41°00'N, 68°31'W; then west to 41°00'N, 69°17'W; then northwest to 42°05'N, 70°02'W, then west to 42°04'N, 70°10'W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42°39'N, 70°37'W.

§169.110 When is the northeastern reporting system in effect?

The mandatory ship reporting system in the northeastern United States operates year-round.

§169.115 Where is the southeastern reporting system located?

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometer) along a 90-nautical mile (170-kilometer) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to longitude 80°51.6'W with the southern and northern boundaries at latitude 30°00'N and 31°27'N., respectively.

§169.120 When is the southeastern reporting system in effect?

The mandatory ship reporting system in the southeastern United States operates during the period beginning on 15 November and ends on 16 April of each year.

§169.125 What classes of ships are required to make reports?

Each ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

§169.130 When are ships required to make reports?

Participating ships must report to the shore-based authority upon entering the area covered by a reporting system. Additional reports are not necessary for movements made within a system or for ships exiting a system.

§169.135 How must the reports be made?

(a) A ship equipped with INMARSAT C must report in IMO standard format as provided in Table 169.140 in §169.140.

(b) A ship not equipped with INMARSAT C must report to the Coast Guard using other means, listed below in order of precedence—

- (1) Narrow band direct printing (SITOR).
- (2) HF voice communication, or
- (3) MF or VHF voice communications.

(c) SITOR or HF reports made directly to the Coast Guard's Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, VA, or MF or VHF reports made to Coast Guard activities or groups, should only be made by ships not equipped with INMARSAT C. Ships in this category must provide all the required information to the Coast Guard watchstander.

§169.140 What information must be included in the report?

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in table 169.140.

Table 169.140 Requirements for ship reports

Telegraphy	Function	Information required
Name of system	System identifier	Ship reporting system WHALESNORTH or WHALESSOUTH
A	Ship	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B	Date and time of event	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E	True course	A 3-digit group.
F	Speed in knots and tenths of knots	A 3-digit group.

COAST PILOT 4 (Continued)

H	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as— (1) a 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
I	Destination and expected time of arrival	Name of port and date group expressed as in (B).
L	Route information	Intended track.

(CL 949/99; CL 950/99; FR 06/01/99)

15/00

Page 240—Paragraph 9; insert after:

Mandatory Ship Reporting Systems (WHALES-NORTH and WHALESSOUTH), have been established within the area of this Coast Pilot. These MSR systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 16. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.648 (16) General Principles for Ship Reporting Systems and Ship Reporting Requirements. (See **33 CFR 169.135 and 169.140**, chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:

Email: **RightWhale.MSR@noaa.gov**
Telex: 236737831

Example Reports:

WHALESNORTH - To: RightWhale.MSR@noaa.gov
WHALESNORTH//
A/CALYPSO/NRUS//
B/031401Z APR//
E/345//
F/15.5//
H/031410Z APR/4104N/06918W//
I/BOSTON/032345Z APR//
L/WP/4104N/06918W/15.5//
L/WP/4210N/06952W/15.5//
L/WP/4230N/07006W/15.5//

WHALESSOUTH - To: RightWhale.MSR@noaa.gov
WHALESSOUTH//
A/BEAGLE/NVES//

B/270810Z MAR//

E/250//

F/17.0//

H/270810Z MAR/3030N/08052W//

I/MAYPORT/271215Z MAR//

L/RL/17.0//

(CL 949/99; CL 950/99; FR 06/01/99)

15/00

Page 253—Paragraph 4; insert after:

Mandatory Ship Reporting Systems (WHALES-NORTH and WHALESSOUTH), have been established within the area of this Coast Pilot. These MSR systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.648 (16) General Principles for Ship Reporting Systems and Ship Reporting Requirements. (See **33 CFR 169.135 and 169.140**, chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:

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Example Reports:

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WHALESNORTH//
A/CALYPSO/NRUS//
B/031401Z APR//
E/345//
F/15.5//
H/031410Z APR/4104N/06918W//
I/BOSTON/032345Z APR//

COAST PILOT 4 (Continued)

L/WP/4104N/06918W/15.5//
 L/WP/4210N/06952W/15.5//
 L/WP/4230N/07006W/15.5//

WHALESSOUTH - To: RightWhale.MSR@noaa.gov

WHALESSOUTH//
 A/BEAGLE/NVES//
 B/270810Z MAR//
 E/250//
 F/17.0//
 H/270810Z MAR/3030N/08052W//
 I/MAYPORT/271215Z MAR//
 L/RL/17.0//

WHALESSOUTH//
 A/BEAGLE/NVES//
 B/270810Z MAR//
 E/250//
 F/17.0//
 H/270810Z MAR/3030N/08052W//
 I/MAYPORT/271215Z MAR//
 L/RL/17.0//

(CL 949/99; CL 950/99; FR 06/01/99)

15/00

Fish Havens.-Numerous fish havens are eastward of the

...

(CL 949/99; CL 950/99; FR 06/01/99)

15/00

Page 267—Paragraph 8; insert after:

Mandatory Ship Reporting Systems (WHALES-NORTH and WHALESSOUTH), have been established within the area of this Coast Pilot. These MSR systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.648 (16) General Principles for Ship Reporting Systems and Ship Reporting Requirements. (See **33 CFR 169.135 and 169.140**, chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:

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WHALESNORTH//
 A/CALYPSO/NRUS//
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 H/031410Z APR/4104N/06918W//
 I/BOSTON/032345Z APR//
 L/WP/4104N/06918W/15.5//
 L/WP/4210N/06952W/15.5//
 L/WP/4230N/07006W/15.5//

WHALESSOUTH - To: RightWhale.MSR@noaa.gov